

Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Neighbors	Design Milestones	When will we be notified of the design that will impact my property?	<p>Consistent with the other East Lake Sammamish trail segments, the 60% design documents will be posted to the project website at www.kingcounty.gov/eastlakesammamishtrail for information when they are complete.</p> <ul style="list-style-type: none">• 60% design documents for South Sammamish Segment A are anticipated to be complete and posted to the project website by Mid August.• 60% design documents for South Sammamish Segment B are anticipated to be complete and posted to the project website by end of the year. Project website - www.kingcounty.gov/eastlakesammamishtrail. <p>Once the 60% design documents are complete, you can expect the following:</p> <ol style="list-style-type: none">1. Once the design is 60 percent complete, King County will survey and stake both sides of the County right-of-way and stake the centerline of the new trail. These survey stakes will provide King County and adjacent homeowners the boundary limits of the trail corridor and the new trail centerline. Construction will occur only within the limits of the County right-of-way.2. Prior to construction, a certified letter will be sent to property owners listing identified encroachments within the County's right-of-way that will conflict with trail construction. This is the best time for homeowners to begin removing these encroachments.3. Once the contractor has been given Notice to Proceed, the limits of construction work will be marked and temporary construction fencing installed. Any remaining encroachments within the limits of construction work will be removed by the County's Contractor during the early stages of construction.4. Once construction is complete, property owners may apply for a King County Special Use Permit to install additional fencing, retaining walls, or landscaping within the King County right-of-way. Information about the permit application process can be found at: http://www.kingcounty.gov/property/permits/info/start.aspx.
B	Abtahi	Design Milestones	Please communicate with me when design is progressing (specifically along East Lake Sammamish Place SE)	<p>Consistent with the other East Lake Sammamish trail segments, the 60% design documents will be posted to the project website at www.kingcounty.gov/eastlakesammamishtrail for information when they are complete.</p> <ul style="list-style-type: none">• 60% design documents for South Sammamish Segment A are anticipated to be complete and posted to the project website by Mid August.• 60% design documents for South Sammamish Segment B are anticipated to be complete and posted to the project website by end of the year. Project website - www.kingcounty.gov/eastlakesammamishtrail. <p>Once the 60% design documents are complete, you can expect the following:</p> <ol style="list-style-type: none">1. King County will survey and stake both sides of the County right-of-way and stake the centerline of the new trail. These survey stakes will provide King County and adjacent homeowners the boundary limits of the trail corridor and the new trail centerline. Construction will occur only within the limits of the County right-of-way.2. Prior to construction, a certified letter will be sent to property owners listing identified encroachments within the County's right-of-way that will conflict with trail construction. This is the best time for homeowners to begin removing these encroachments.3. Once the contractor has been given Notice to Proceed, the limits of construction work will be marked and temporary construction fencing installed. Any remaining encroachments within the limits of construction work will be removed by the County's Contractor during the early stages of construction.4. Once construction is complete, property owners may apply for a King County Special Use Permit to install additional fencing, retaining walls, or landscaping within the King County right-of-way. Information about the permit application process can be found at: http://www.kingcounty.gov/property/permits/info/start.aspx.

East Lake Sammamish Trail Project-- North and South Sammamish Segments
Appendix A: Open House Comment Responses

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	Anonymus	Design Milestones	Alignment current vs. proposed. Mark sight lines. 60% date EB	<p>Consistent with the other East Lake Sammamish trail segments, the 60% design documents will be posted to the project website at www.kingcounty.gov/eastlakesammamishtrail for information when they are complete.</p> <ul style="list-style-type: none">• 60% design documents for South Sammamish Segment A are anticipated to be complete and posted to the project website by Mid August.• 60% design documents for South Sammamish Segment B are anticipated to be complete and posted to the project website www.kingcounty.gov/eastlakesammamishtrail by the end of the year. <p>Once the 60% design documents are complete, you can expect the following:</p> <ol style="list-style-type: none">1. Once the design is 60 percent complete, King County will survey and stake both sides of the County right-of-way and stake the centerline of the new trail. These survey stakes will provide King County and adjacent homeowners the boundary limits of the trail corridor and the new trail centerline. Construction will occur only within the limits of the County right-of-way.2. Prior to construction, a certified letter will be sent to property owners listing identified encroachments within the County's right-of-way that will conflict with trail construction. This is the best time for homeowners to begin removing these encroachments.3. Once the contractor has been given Notice to Proceed, the limits of construction work will be marked and temporary construction fencing installed. Any remaining encroachments within the limits of construction work will be removed by the County's Contractor during the early stages of construction.4. Once construction is complete, property owners may apply for a King County Special Use Permit to install additional fencing, retaining walls, or landscaping within the King County right-of-way. Information about the permit application process can be found at: http://www.kingcounty.gov/property/permits/info/start.aspx.
A	Nuxoll	Drainage	Future restrooms at SE 33rd drainage issue.	The parking lot and restroom facilities that will be designed in a future phase of this project will connect to the existing sewer line and designed with appropriate measures to protect the well.
A	O'Donnell	Drainage	Better drainage for wetland.	We have provided your address and comment to the project drainage design engineer for review. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
A	O'Brien	Drainage	Our property has drainage easement. I am concerned about drainage issues.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
A	Nies	Drainage	How will the drainage ditch be improved? Note it flooded my house this winter!	We're sorry to hear about the flooding and have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.

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B	Reinhards	Drainage	Water run-off is huge, and will only worsen with pavement.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Whitfield	Drainage	!! Drainage outfall and runoff.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Whitfield	Drainage	Ditch clean out,	We have provided your specific comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail. In case your comment regarding ditch clean out pertains to a maintenance issue, your comment has been forwarded to King County Parks' maintenance crews.
B	Robin	Drainage	Water drainage at east side of trail	We have provided your specific comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Abtahi	Drainage	Drainage of trail design for segment "B"	The 60% design documents for South Sammamish Segment B are anticipated to be complete and posted to the project website www.kingcounty.gov/eastlakesammamishtrail by the end of the year. We have provided your specific comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Pietromonaco	Drainage	Also drainage.	We have provided your specific comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.

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B	Owens	Drainage	How will they protect run-off into the culverts around the trail near our home.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Castor	Drainage	How drainage will be handled/maintained in our area.	We have provided your specific comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Fletcher	Drainage	Drainage - I am currently suspect to flooding from upland water flow - current vegetation absorbs a significant amount of water - use pervious trail surface and tree removal will make this damaging to my property if not mitigated.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Fletcher	Drainage	Lake level rise - The increased runoff needs to be mitigated - we are already submerging the docks and eroding the shoreline along the lake front.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Fletcher	Drainage	Slope the trail surface to drain to the ditch on the east.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.

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B	Fletcher	Drainage	I am at a low elevation point and water drains to my property - runoff must be controlled.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
N. Samm	Parrish	Drainage	Want to make sure wetland seeping water from road side of trail will not negatively impact new 9.5 ft. wall, compromising it's stability.	We have provided your address and comment to the project drainage design engineer to review and evaluate. This issues falls under "stormwater management" and follows the King County Surface Water Design Manual and City of Sammamish Surface Water Design Manual Addendum. These manuals mandate control of stormwater for projects that increase stormwater runoff unless the project meets one of the flow control exemptions. This project meets one of the exemptions because the trail runoff drains to Lake Sammamish via many small drainage courses, resulting in a small increase in runoff to any one drainage course and no adverse impact to streams. The manuals also require discharging stormwater at the natural location to avoid diverting water onto or away from downstream properties. In some locations, the existing path is not easily recognized, so trail runoff appears to infiltrate adjacent private property landscaping soil. For areas like this, King County's design includes infiltration trenches under the gravel shoulder of the future trail to avoid adverse impacts to the downstream properties. The trenches will not increase the footprint of the trail.
B	Galin	Enviromental/ Wildlife	Can you let me know if the wetlands to the east and west are categorized at the same or different levels. What classification are they?	<p>There are over 70 wetlands in the 11-mile East Lake Sammamish Trail corridor. King County completed a thorough assessment of these wetlands in 2012. The findings of this work are documented in the final Critical Area Study available on the project website at www.kingcounty.gov/eastlakesammamishtrail under “Project Documents”. The methodology is the same whether the wetlands are east or west of the trail.</p> <p>Biologists delineated wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997).</p> <p>Delineated wetlands were classified according to the U.S. Fish and Wildlife Service Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et al. 1979). In accordance with Sammamish Municipal Code 21A.15.1415, wetlands were rated using the revised Washington State Wetland Rating System for Western Washington (Hruby 2004). Hydrogeomorphic classifications were assigned to wetlands using USACE methods established in a Hydrogeomorphic Classification System for Wetlands (Brinson 1993).</p>
B	Titcomb	Enviromental/ Wildlife	Be sure to allow fish passage at Geo Davis Creek	As the East Lake Sammamish Trail design proceeds, the Design Team will be reviewing all streams within the South Sammamish Segment B to evaluate potential fish passage improvements. These evaluations and recommendations moving forward will be coordinated with the Lake Sammamish Kokanee Work Group, the Muckleshoot Indian Tribe, and Washington Department of Fish and Wildlife. King County will report this finding through posted technical reports. Please continue to follow the trail's progress via the County's website at www.kingcounty.gov/eastlakesammamishtrail .
B	Titcomb	Enviromental/ Wildlife	No chain link fence, animals need to get through (e.g. deer)	There are two kinds of fencing installed along the trail corridor, black chain link and split rail. Both types of fencing are required by code, for a specific reason. For safety reasons, chain link fence is installed at areas with more than a 30-inch drop or more than a 2 to 1 slope. For delineation, or identifying, the wetland split rail fencing is required. The fencing scheme is described in the April 2010 Final Environmental Impact Statement, and the potential impacts on wildlife are disclosed. The North Sammamish trail segment is 2.5 miles long and includes 21 intersections and approximately 4,000 LF of split rail fence.
B	Titcomb	Enviromental/ Wildlife	Don't spill construction material into Geo Davis Creek	King County shares your concern for the environment and will make every effort to protect sensitive areas throughout the trail corridor. As part of the construction documents, there are several environmental controls that the Contractor must follow.

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B	Chirieleison	Enviromental/ Wildlife	Concern for the environment between just north of Inglewood Hill Rd and Mint Grove. There are lots of wetlands. Eagles, birds, etc.	King County shares your concern for the environment and will make every effort to protect sensitive areas throughout the trail corridor. This area was thoroughly reviewed during the environmental review phase of this project. For additional information, please see the Environmental Impact Statement documents on the project website at www.kingcounty.gov/eastlakesammamishtrail .
B	Storarr	Enviromental/ Wildlife	Fences and wildlife: How do the ducklings get to the lake? And other critters? The black wire fences in Issaquah are <u>ugly</u> and don't fit into a natural look.	There are two kinds of fencing installed along the trail corridor, black chain link and split rail. Both types of fencing are required by code, for a specific reason. For safety reasons, chain link fence is installed at areas with more than a 30-inch drop or more than a 2 to 1 slope. For delineation, or identifying, the wetland split rail fencing is required. The fencing scheme is described in the April 2010 Final Environmental Impact Statement, and the potential impacts on wildlife are disclosed. The North Sammamish trail segment is 2.5 miles long and includes 21 intersections and approximately 4,000 LF of split rail fence.
N. Samm	Parrish	Enviromental/ Wildlife	Would like written response to questions previously emailed about wetland 33A and 3BB and possibility of moving trail to potentially save construction costs.	<p>As noted in previous discussions and correspondence, the trail is widening to the west adjacent to your property to avoid impacts to Wetland 33B. You indicated there is a wetland (Wetland 33A) immediately west of the existing gravel trail (i.e., at the toe of slope of the former rail bed). Wetland 33A was recognized by King County's design team, however current analysis and findings identify this wetland outside of King County's right-of-way and therefore not a factor in influencing the trail alignment. A brief history of findings is summarized below:</p> <ul style="list-style-type: none">• In 1999, design team staff first identified and delineated Wetland 33A. The early documents included the Wetland Biology Report prepared to support the National Environmental Policy Act and the State Environmental Policy Act. These documents depicted Wetland 33A within the County's right of way.• In 2007, our environmental consultant re-delineated wetlands in this vicinity. Staff observed in their field notes that a new shed, gravel driveway and walkway had been constructed. They documented that the boundary of Wetland 33A had changed, and was now outside the County's right of way.• In 2012, design team staff visited Wetland 33A to review wetland and buffer conditions for wetland description and rating. Observations were made from the existing gravel trail. Staff noted that the wetland boundaries appeared to be confined primarily to property boundaries. <p>The latest findings influenced the trail alignment in this vicinity. King County is following the City of Sammamish mitigation sequencing, and avoiding direct impacts to Wetland 33A and Wetland 33B. These findings are documented in the 2012 Critical Areas Study, prepared by Parametrix, and submitted by King County with the Shoreline Permit application, as well as the 2013 Revised Critical Areas Study. In September 2013, the City of Sammamish approved the Shoreline Substantial Development Permit, including the critical area analyses.</p> <p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment by balancing the following considerations:</p> <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees

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	Lennox	Enviromental/ Wildlife	Consider wider stream crossing to give riders/pedestrians an opportunity to view kokanee salmon (currently or in the future) and a location for future interpretive signs. Representing a new federal initiative with local support - Lake Sammamish Urban Wildlife Refuge Partnership to restore Kokanee Salmon to the basin.	King County has been and will continue to work with the Lake Sammamish Kokanee Work Group to identify opportunities where King County can support their objectives. For example, the North Sammamish segment includes construction of four (4) fish passable culverts, South Sammamish Segment B includes construction of a large fish culvert at Zacuse Creek for Kokanee and construction of possibly three (3) additional fish passable culverts.
	Anonymous	Enviromental/ Wildlife	And wetlands my butt, you have to tear them all out.	Thank you for your comment
A	Diramio	Maintenance Issues	Clean up of garbage and dog waste.	Thank you for the comment. Your comment has been forwarded to King County Parks' maintenance crews.
B	Whitfield	Maintenance Issues	Trash thrown on private property. "Dog and beer cans snack wrappers and much more" "maintenance"	Thank you for the comment. Your comment has been forwarded to King County Parks' maintenance crews.
B	Pietromonaco	Maintenance Issues	Maintenance on trail not accessible in parts.	Thank you for your comment. As the design progresses, the Design Team will contact you to discuss your specific issues.
B	Creevey	Maintenance Issues	Currently, I am disgusted by the tree/branch cutting going on at this very time. Dangling/poorly cut branches. Little regard to tree type/aesthetics!!	Thank you for the comment. Your comment has been forwarded to King County Parks' maintenance crews.
A	Nuxoll	Meeting with Owners	HOA meeting in August at Waverly Shores.	Thank you for the information. A member of the Project Team will contact you to discuss scheduling a meeting in your area.

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A	Nuxoll	Meeting with Owners	We live in Waverly Shores. There are 10 of us who share a private well at SE33rd. We would love to schedule a meeting this summer to discuss Trail Issues. All 10 homeowners can meet on weekday evenings at 6pm at one of our houses. We can have a potluck dinner and make it very casual if you wish.	Thank you for the information. A member of the Project Team will contact you to discuss scheduling a meeting in your area.
A	O'Donnell	Property Access	Fencing to limit access to properties.	There are two kinds of fencing installed along the trail corridor, black chain link and split rail. Both types of fencing are required by code, for a specific reason. For safety reasons, chain link fence is installed at areas with more than a 30-inch drop or more than a 2 to 1 slope. For delineation, or identifying, the wetland split rail fencing is required. There is a retaining wall along the trail near your property that will require installation of a chain link fence.
A	McNaughton	Property Access	Assume you mean to our homes? Road by house is narrow - construction parking could block access. Use of yard as turn around.	Thank you for your comment. Access will be maintained during construction. As the design progresses, a member of the Project Team will contact you and coordinate specific trail construction and property access.
B	Brown	Property Access	preserve access stairways on both sides of trail - our property is bisected by trail. *we believe all of these goals can be achieved by moving the trail alignment into the hillside to the NE.	Thank you for your comment. Access will be maintained during construction. As the design progresses, a member of the Project Team will contact you and coordinate specific trail construction and property access. Any stairways affected by trail realignment will be replaced.
B	Brown	Property Access	We need to be able to cross the trail and use the staircase to access our upper lot and mailbox.	Thank you for your comment. Access will be maintained during construction. As the design progresses, a member of the Project Team will contact you and coordinate specific trail construction and property access. Any stairways affected by trail realignment will be replaced.
B	Neighbors	Property Access	How are you going to preserve our access during construction -- house is on top of hill on the Parkway.	Thank you for your comment. Access will be maintained during construction. As the design progresses, a member of the Project Team will contact you and coordinate specific trail construction and property access.

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B	Eden	Property Access	Maintaining access to my property for personal and emergency vehicles: If the trail is widened to the west, my property and 3 others would no longer be accessible. If widened toward the east, access would be more easily maintained.	Thank you for your comment. Access will be maintained during construction. As the design progresses, a member of the Project Team will contact you and coordinate specific trail construction and property access. The trail alignment is being coordinated with Eastside Fire & Rescue to maintain emergency access.
B	Whitfield	Property Access	Removal of existing stairs and replacement liability for accidents.	The project team will coordinate with all affected homeowners prior to and during construction. The project team will notify homeowners via phone call, email, on-site meetings or visiting the home prior to construction. Temporary access can be provided until permanent access is restored.
B	Robin	Property Access	Pathway to house on westside of trail.	Thank you for your comment. As the design progresses, the design team will contact you to discuss your specific issues. Existing access to property adjacent to the trail will be maintained. If temporary removal of access is required due to construction, it will be replaced as part of construction.
B	Rowe	Property Access	The 5 homeowners in the neighborhood also need emergency access to the wet side.	The trail is being designed to meet the requirements for emergency access. Additionally, King County is working directly with Eastside Fire and Rescue to ensure there is emergency access along the trail corridor.
B	Pietromonaco	Property Access	The widening of existing trailway where I have parks on both sides losing my waterfront. Which part of my land will you take?	<p>The ELST trail is being designed and constructed entirely within the County right-of-way. Safety and accessibility for trail users and adjacent homeowners are the highest priorities. There are a number of factors that determine the location of the trail alignment within the narrow corridor, bordered by steep terrain.</p> <p>King County is designing and developing the trail alignment by balancing the following considerations:</p> <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees
B	Galin	Property Access	Please contact me about these issues, I need an easement on ROW to access my waterfront lot.	Private use of the King County right-of-way requires a Special Use Permit from King County Parks. For additional information on how to apply for a Special Use Permit, please visit the project website at www.kingcounty.gov/eastlakesammamishtrail . Please contact the project hotline at 1.888.668.4886 or project email at ELST@kingcounty.gov if you would like to schedule a meeting to discuss your concerns further.

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B	Roberts	Property Access	Because of the inherent narrowness of the location it was quite a feat, as I recall, in designing the interim trail to allow for emergency vehicles to access the 4 homes in that area.	The trail is being designed to meet the requirements for emergency access. Additionally, King County is working directly with Eastside Fire and Rescue to ensure there is emergency access along the trail corridor.
B	Castor	Property Access	Parking in our area.	Thank you for your comment. Preservation of parking is one of many considerations of trail design. As the design progresses, the Design Team will contact you to discuss your specific issues.
B	Creevey	Property Access	We have parking, issues that are unique-- due to the narrowness of the trail in our area.	Thank you for your comment. Preservation of parking is one of many considerations of trail design. As the design progresses, the Design Team will contact you to discuss your specific issues.
B	Johnson	Property Access	Primary concern is how or where I will park to gain access to my house if the trail is expanded to the east. Right now there is just enough room to park parallel to the trail behind my house. Only other option as I see it would be to park on the shoulder of the pkwy and walk to my house from there.	<p>Thank you for your comment. Preservation of parking is one of many considerations of trail design. As the design progresses, the Design Team will contact you to discuss your specific issues.</p> <p>If your concerns pertain to parking during construction, the Project Team will coordinate with all affected homeowners prior to and during construction. The Project Team will notify homeowners via phone call, email, on-site meetings or visiting the home prior to construction. Temporary access can be provided until the permanent access is restored.</p>

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B	Morel	Property Access	We have owned our lot since 1944. The interim trail jogs at our house allowing for a safe driveway crossing plus providing us the ability to park one car and exit along side of the parked car in our driveway. This configuration was agreed to in conjunction with Ron Sims office when he was County Executive. My expectation is that the final design will allow the configuration to remain the same and that our parallel driveway will be wide enough (18 ft wide driveway) to park one car with enough width to drive another by it.	Thank you for your comment. Preservation of access and parking are considered during trail design. As the design progresses, the Design Team will contact you to discuss your specific issues.
B	Fletcher	Property Access	Access to the trail, I currently have direct access to the trail.	<p>Is your concern about access to the trail or across the trail? Regardless, access is an important consideration during trail design. As the design progresses, a member of the project team will contact you to discuss your specific issues.</p> <p>If you are concerned about access across the trail during construction, the Project Team will coordinate with all affected homeowners prior to and during construction. The Project Team will notify homeowners via phone call, email, on-site meetings or visiting the home prior to construction. Temporary access can be provided until the permanent access is restored.</p>
B	Fletcher	Property Access	I have one low carport to park with and use the "trail" area to park 2 vehicles and multiple trailers. I need parking area continuously during this construction window - I have no other space to park all these items.	<p>Trail construction will be entirely within the County right-of-way. Access to adjacent properties will be maintained during construction. As the design progresses, a member of the project team will contact you and coordinate trail construction and property access.</p> <p>Please note, private use of the King County right-of-way requires a Special Use Permit from King County Parks. For additional information on how to apply for a Special Use Permit, please visit the project website at www.kingcounty.gov/eastlakesammamishtrail. Please contact the project hotline at 1.888.668.4886 or project email at ELST@kingcounty.gov if you would like to schedule a meeting to discuss your concerns further.</p>
B	Rissberge	Property Access	See comments on segment B roll plot map. Emergency vehicle access!	The trail is being designed to meet the requirements of emergency access. Additionally, King County is working directly with Eastside Fire and Rescue to ensure there is emergency access along the trail corridor.

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	Anonymous	Property Access	You will be destroying a garden that I put hundreds of dollars and lots of time into.	<p>While the ELST trail is being designed and constructed entirely within the County right-of-way, King County will be available to discuss the specifics of your property if you contact the project hotline at 1.888.668.4886 or project email at ELST@kingcounty.gov.</p> <p>Safety and accessibility for trail users and adjacent homeowners are the County's highest priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment by balancing the following considerations:</p> <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees
	Anonymous	Property Access	My stairs are being relocated?! And I will have a 10' retaining wall in my yard! Will I even be able to access my dock/yard during construction?	Thank you for your comment. Access will be maintained during construction. As the design progresses, a member of the project team will contact you and coordinate trail construction and property access.
	Anonymous	Property Access	And how will I walk my dog on a bicycle highway. Oh yeah, the new and "improved" trail will have a speed limit and speed alerts. What's it a road??	Safety and accessibility for all trail users are the County's top priorities. King County Parks understands that all trail users must obey speed limits and etiquette to maintain trail safety. In addition to the trail design features, Parks is working closely with the King County Sheriff's Office to heighten its presence on the County's regional trails and enforce the speed limit and trail etiquette. The increased presence of recreational users on paved trails also serves as a natural deterrence to avid cyclists who prefer using bike lanes. Parks expects avid cyclists to continue using the bike lanes on East Lake Sammamish Parkway.
	Ness	Property Access	Parking for our property is reduced. Status quo or improvement is a firm requirement.	Thank you for your comment. Preservation of parking is considered during trail design. As the design progresses, the Design Team will contact you to discuss your specific parking issues.
	Ness	Property Access	Property size should be maintained.	Trail construction will be entirely within King County right-of-way.
A	Nuxoll	Safety	Sight line for crossing trail.	<p>Safety and accessibility for all trail users are the County's highest priorities.</p> <p>The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor

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A	Nuxoll	Safety	Traffic from 7-11 parking lot to trail	<p>Safety is King County's top priority. The scope of this project does not include improving access to the trail across East Lake Sammamish Parkway. However King County is working with the City of Sammamish and support their efforts to improve crossings along the Parkway. King County would also encourage you to share your comments directly with the City of Sammamish.</p> <p>The City of Sammamish applied but was not selected for a grant to improve the crossing across the East Lake Sammamish Parkway near the 7-11 store. King County will continue to support City's efforts to seek funding for a crossing improvement in this location.</p>
A	O'Donnell	Safety	stop signs at trails to roads,	<p>Safety and accessibility for all trail users are the County's top priorities.</p> <p>The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor• Stop signs along the existing gravel trail do not meet national trail development guidelines, including those stated by the American Association of State Highway and Transportation Officials and the Manual on Uniform Traffic Control Devices. These stop signs will be removed and replaced with consistent and appropriate signage. Additional information about King County's stop sign policy is available on the project website: www.kingcounty.gov/eastlakesammamish
A	Zylstra	Safety	I would love to see better ways to access the trail from crossing East Lake Sammamish Parkway. We live on one of the few streets that has public parking for the trail and it very dangerous to cross East Lake Sammamish Pwy to get to the trail. There are no crosswalks or sidewalks and the cars are going 40 mph. It's hard to get across safely with 3 kids with me. More consideration for safe crossing should be made. We want to use the trail a lot of people park on our street to use the trail but it's not safe to cross the road.	<p>Safety is King County's top priority. The scope of this project does not include improving access to the trail across East Lake Sammamish Parkway. However King County is working with the City of Sammamish and support their efforts to improve crossings along the Parkway. King County would also encourage you to share your comments directly with the City of Sammamish.</p>
A	Kriseman	Safety	Line of sight is maintained by prevailing code.	<p>Safety and accessibility for all trail users are the County's top priorities.</p> <p>The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor

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A	Kriseman	Safety	Please consider trail access at across from 201 PL for child safety to trail with road crossing.	Safety is King County's highest priority. The scope of this project does not include improving access to the trail across East Lake Sammamish Parkway. However King County is working with the City of Sammamish and supports their efforts to improve crossings along the parkway. King County would also encourage you to share your comments directly with the City of Sammamish.
A	Kriseman	Safety	Consider crosswalk sign on E. Lake Sammamish based on volume of traffic.	Safety is King County's highest priority. The scope of this project does not include improving access to the trail across East Lake Sammamish Parkway. However King County is working with the City of Sammamish and supports their efforts to improve crossings along the parkway. King County would also encourage you to share your comments directly with the City of Sammamish.
A	Kriseman	Safety	Direct access to trail after crosswalk can be accomplished by "switch back" trail, no further design needed. Thank you for your time and consideration.	Thank you for your comment. King County is providing access up to the East Lake Sammamish Parkway in locations where it is safe for people to continue along or across the Parkway. If the crosswalk is accomplished, King County will move forward with completing the connection.
A	Diramio	Safety	Stop signs on trail (like now)	<p>Safety and accessibility for all trail users are the County's highest priorities in designing the trail. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p> <p>Trail safety is a top priority for King County. The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor
A	Diramio	Safety	what sight distance really means for landscape trees and fences.	<p>Landscape trees and fences that diminish the ability of drivers and bicyclists to see each other at intersections are safety concerns and will be removed. The project includes new landscaping with low-growing, native plants, shrubs and trees to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained• Restore areas disturbed by construction with landscape mulch and plantings or seeding to prevent erosion• Provide multiple benefits including: ability to thrive in local conditions of drought or excess moisture; less maintenance; blend well into the natural surroundings along the trail corridor; provide habitat• Contribute to visual continuity along the trail corridor and help make the trail feel like a park• In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.

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A	Diramio	Safety	Safety of homeowners.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Please note that the April 2010 Final Environmental Impact Statement also addresses a range of safety concerns voiced by adjacent property owners.</p>
A	Diramio	Safety	Speed of bikes and non compliance of stop signs.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users.</p>

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A	McNaughton	Safety	Safety at crossings -- cyclists don't stop even if they have stop signs.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
A	O'Brien	Safety	Also concerned about vagrancy, drug issues with a bathroom.	<p>As discussed in the Environmental Impact Statement, parking and restrooms are necessary amenities given the length of the trail corridor. The East Lake Sammamish Master Plan Trail includes three parking lots. They are located at:</p> <ul style="list-style-type: none">• NE 70th Street, Redmond, with porta potty (construction complete)• NE Inglewood Hill, Sammamish, with restroom facilities (construction anticipated 2017)• SE 33rd Street, Sammamish, with restroom facilities (construction anticipated 2018) <p>These facilities are visible and accessible to law enforcement officers, as well as the general public. Per King County Ordinance, park facilities close at dusk.</p>
A	Murudkar	Safety	Would love to have access to the trail from new development (Shore Lane Vistas). Traffic light at Shoreline Vista entrance, community, for 38 homes so traffic will be relatively high. Trees across the trail hinder line of sight for traffic and re potentially dangerous for trail users.	<p>Safety is King County's top priority. The scope of this project does not include improving access to the trail across East Lake Sammamish Parkway. However King County is working with the City of Sammamish and support their efforts to improve crossings along the Parkway. King County would also encourage you to share your comments directly with the City of Sammamish.</p> <p>Safety and accessibility for all trail users are the County's top priorities. The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor

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Trail Segment	Last_Name	Topic	Question/Comment	King County Response
A	Bird	Safety	Safe crossings to these biking and walking.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
A	Bennett	Safety	To create trail access directly across from Shore Lane Vistas - a new community of 38 homes. Approx. At 3712 ELSP SE.	<p>Safety is King County's top priority. The scope of this project does not include improving access to the trail across East Lake Sammamish Parkway. However King County is working with the City of Sammamish and support their efforts to improve crossings along the Parkway. King County would also encourage you to share your comments directly with the City of Sammamish.</p> <p>Safety and accessibility for all trail users are the County's top priorities. The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor
B	Brown	Safety	Our driveway crosses the trail 4 houses north of us. The intersection is an extreme angle with poor sight lines and will need special attention: mirrors, stop signs.	<p>Safety and accessibility for all trail users are the County's top priorities. The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor• Stop signs along the existing gravel trail do not meet national trail development guidelines, including those stated by the American Association of State Highway and Transportation Officials and the Manual on Uniform Traffic Control Devices. These stop signs will be removed and replaced with consistent and appropriate signage. Additional information about King County's stop sign policy is available on the project website: www.kingcounty.gov/eastlakesammamish

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B	Reinhards	Safety	Safety from speeding bikers -- need marker on path to designate pedestrian crossing.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
B	Neighbors	Safety	How are you going to keep the trail from becoming a bicycle super highway with reasonable speeds?	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Rowe	Safety	The line of sight would be enhanced by moving to east for pedestrian safety.	<p>Safety and accessibility for all trail users are the County's top priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. Sight lines are a very important safety consideration.</p> <p>King County is designing and developing the trail alignment by balancing the following considerations:</p> <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees
B	Pietromonaco	Safety	Safety -- police protection -- supervision. Indemnity of fence. who protects dock?	<p>Protection of docks is outside the scope of this project.</p>
B	Kilgore	Safety	How will speeding cyclists be slowed down? it seems that having a longer range of sight would encourage bicyclists to go faster.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users.</p> <p>Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced.</p> <p>For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Roberts	Safety	In addition to the general access issue we have now, on our property, a building permit to build a larger home. Our Sammamish permit number is: BLD2010-00778. It is permitted with the current access and that access is needed in order to have safe and legitimate ingress and egress to our home's garage. Moving the permanent trail west would then pose a safety issue for the users of the trail when we ingress and egress our property	Preservation of access is an important design consideration. As the design progresses, the Design Team will contact with you to discuss your specific issues.
B	Ott	Safety	Just learned that bikers will possibly be traveling 15 mph on the trail. I find that excessive considering I and others will be walking dogs and strollers as well as casual biking with children. If this is indeed a <u>county park</u> it is not a freeway for bicycles. They need to use bike lanes on the road above.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Zabriskie	Safety	Bikes won't honor stop or yield signs, so there's no point in having them. Give in now and have cars always yield/stop at crossings.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
B	Zabriskie	Safety	Post 15 MPH signs and advice to use ELSP (the highway) for faster travel.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Titcomb	Safety	Enforce the stop signs	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Chirieleison	Safety	Will trail users still be obliged to stop at certain intersections? If so, the faster bike traffic will present a greater safety challenge.	<p>Trail users will not be required to stop at driveways. Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users.</p> <p>Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Chirieleison	Safety	We can walk with a dog or a child and not worry about being hit by a fast bike.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
B	Chirieleison	Safety	I am extremely worried about accidents and incidents between road bikes and pedestrians.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Chirieleison	Safety	Safety issues with doors and gates that open out onto the trail.	Safety and accessibility for all trail users are the County's top priorities. The manner in which doors and gates open is being considered as part of design. The Design Team will continue to look into this issue.
B	Meyer	Safety	The only ones who benefit from this are the skinny wheel bicyclists. When they start using the trail, it will present a major safety challenge. What happens to the small children when bicyclists go whipping by at 25+ mph?	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Storror	Safety	I use the trail to walk and bike. I find the <u>current</u> bikers ride too fast and do <u>not</u> announce their presence. How are you going to resolve the speed issue with children, pets on leash and walkers? It will take some <u>education</u> . So what is your definition of a 'safe' trail?	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
B	Castor	Safety	Safety of pedestrian crossing for access in our area. Consider a dismount area for bikers.	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>

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B	Creevey	Safety	Concerned about protected bike speeds (already bad!)	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
B	Fletcher	Safety	4) Trespass, Current vegetation shields me from trespass.	<p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
	Ness	Safety	Trail speeds, next to properties, will be too fast and will assuredly cause injuries.	<p>Safety and accessibility for all trail users are the County's top priorities. King County Parks understands that all trail users must obey speed limits and etiquette to maintain trail safety. In addition to the trail design features, Parks is working closely with the King County Sheriff's Office to heighten its presence on the County's regional trails and enforce the speed limit and trail etiquette. The increased presence of recreational users on paved trails also serves as a natural deterrence to avid cyclists who prefer using bike lanes. Parks expects avid cyclists to continue using the bike lanes on East Lake Sammamish Parkway.</p>
A	Bennett	Safety	Removal of trees for obstructing vehicle line of sight in order to increase safety for trail users.	<p>Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction. Trail safety is a top priority for King County. The new trail includes enhanced intersections that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing a visual and textural difference from the asphalt trail by constructing concrete intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor• Installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.

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Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Zabriskie	Thank you for your comment	Wish it could be wider@ (4' walkways and pavement)	Safety and accessibility for all trail users are the County's top priorities. During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. Following environmental review and during detailed design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. The new trail includes a new 12-foot-wide paved corridor with 2-foot soft surface shoulders on each side, improved intersections, sightlines and drainage. The new trail also features consistent signage, fencing and trail amenities.
B	Titcomb	Thank you for your comment	See study by The Watershed Company ask John Titcomb (me) for contact	Thank you for your comment - we will look into this.
B	Titcomb	Thank you for your comment	Plan ahead to get trail build even with the recent Sup Ct case about rail banking.	Thank you for your comment.
B	Titcomb	Thank you for your comment	The county does not own the trail bed in fee simple, only a r.o.w.	Thank you for your comment.
B	Duarte	Thank you for your comment	I used the trail most of weekdays to go and come back to work/home. I am super happy to live here with all these improvements. Thanks for sharing the plans.	Thank you for your comment - glad you are enjoying the trail.
B	Meyer	Thank you for your comment	Why are we spending all this money? (\$18 million??). Keep the trail as is - cheaper, safer and more natural!	Safety and accessibility for all trail users are the County's top priorities. During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. After environmental review and during detailed design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. The new trail includes a new 12-foot-wide paved corridor with 2-foot soft surface shoulders on each side, improved intersections, sightlines and drainage. The new trail also features consistent signage, fencing and trail amenities. If you are interested in exploring other gravel trails in the area, I encourage you to check out King County Parks website: http://www.kingcounty.gov/recreation/parks/trails.aspx .
B	Creevey	Thank you for your comment	During rail "salvaging" my property suffered severe damage. I received no compensation for it and worry this will occur again.	The new trail construction will be entirely within the King County right-of-way and constructed using best construction practices. Please contact the project hotline at 1.888.668.4886 or project email at ELST@kingcounty.gov if you have any questions or concerns prior to and during construction.

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	Anonymous	Thank you for your comment	Why would you expand the trail? Isn't it big enough?	Safety and accessibility for all trail users are the County's top priorities. During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. After environmental review and during detailed design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. The new trail includes a new 12-foot-wide paved corridor with 2-foot soft surface shoulders on each side, improved intersections, sightlines and drainage. The new trail also features consistent signage, fencing and trail amenities. If you are interested in exploring other gravel trails in the area, I encourage you to check out King County Parks website: http://www.kingcounty.gov/recreation/parks/trails.aspx .
A	Bullock	Trail Alignment/ Amenities	The "Promise" was that there would be a soft surface. A large proportion of current users are runners and we thought "soft surface" meant runnable trail surface. The current shoulder gravel in the Issaquah segment is not runnable. Too bad a running path could have been included.	During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. Safety and accessibility for all trail users are the County's top priorities. After environmental review and during detailed design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. This section includes 2 foot soft surface shoulders on either side of the 12 foot trail for runners and joggers to enjoy. If you are interested in exploring other gravel trails in the area, please check out King County Parks website: http://www.kingcounty.gov/recreation/parks/trails.aspx .
A	Diramio	Trail Alignment/ Amenities	Location of centerline	<p>The location of the centerline of the wider, paved trail varies with respect to the centerline of the existing gravel trail throughout the corridor as King County balances a variety of considerations. First and foremost, the County's top priorities are safety and accessibility for all trail users. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain.</p> <p>The County is designing and developing the trail alignment by balancing the following considerations:</p> <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees <p>The Design Team recently surveyed and marked the proposed centerline of the new trail for North Sammamish Segment A, and will do the same for South Sammamish Segment B in early fall. In the North Sammamish Segment, the shifts in centerline can be characterized as follows:</p>
A	McNaughton	Trail Alignment/ Amenities	Fencing would like along our property - chain link. Hate look of post rail put up Issaquah section. Have had issues with trail users going off trail and going to lake.	There are two kinds of fencing installed along the trail corridor, black chain link and split rail. Both types of fencing is installed per code, for a specific reason. For safety reasons, chain link fence is installed at areas with more than a 30-inch drop or more than a 2 to 1 slope. For delineation, or identification, split rail fencing is required along all wetland areas.

Trail Segment	Last_Name	Topic	Question/Comment	King County Response
A	O'Brien	Trail Alignment/ Amenities	Consider putting just a port a potty instead of a full bathroom facility. Who is going to monitor vagrancy/drug/garbage etc.? Will bathroom be locked?	<p>As discussed in the project's Environmental Impact Statement, parking and restrooms are necessary amenities given the length of the corridor. The East Lake Sammamish Master Plan Trial includes three parking lots. They are located:</p> <ul style="list-style-type: none">• NE 70th Street, Redmond, with porta potty (construction complete)• NE Inglewood Hill, Sammamish, with restroom facilities (construction anticipated 2017)• SE 33rd Street, Sammamish, with restroom facilities (construction anticipated 2018) <p>There facilities are located close to a main road and relatively visible and accessible to law enforcement officers, as well as the general public. Parks facilities are closed at dusk.</p>
A	Nies	Trail Alignment/ Amenities	I would like to have the expansion of the trail to the east of it so I can move the retaining wall east towards trail. This is important to allow access in and out of my garage I'm building. Note, I am looking to rebuild my retaining wall now so also want to make sure it doesn't get torn down during trail expansion.	<p>Safety and accessibility for all trail users are the County's top priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment based on balancing the following considerations:</p> <ul style="list-style-type: none">• Complying with local, state, and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Meeting regional trail standards and national safety guidelines, including maintaining clear sight distances• Staying within King County right-of-way• Minimizing cost where possible without impacting trail standards• Minimizing impacts to trail neighbors <p>Any item within the County right-of-way that conflicts with trail construction may be removed as part of trail construction. Please note, private use of the King County right-of-way requires a Special Use Permit from King County Parks. For additional information on how to obtain and submit for a Special Use Permit, please visit the project website at www.kingcounty.gov/eastlakesammamishtrail. Please contact the project hotline at 1.888.668.4886 or project email at ELST@kingcounty.gov if you would like to schedule a meeting to discuss your concerns further.</p>

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A	Bird	Trail Alignment/ Amenities	When I walk from Snake Hill (212th to 43rd) its currently too long a stretch when walking to Louise Thompson without a port john. Although one will be at 33rd think that is still a long stretch. There was a spot where East Lake Sammamish Shore Lane is close to E Lake Sammamish Parkway and you had a port a john during interim trail construction. That would be a good spot. Close to Parkway so can service and not so close to homes and certain amount of vegetation between homes and trail location. Right now I use contractor's porta johns but that's not dependable! Thanks! Appreciate having a brochure of the easel boards! I smile every time I use the trail...all that fight of	<p>Thank you for your comments. The East Lake Sammamish Master Plan Trial includes three parking lots. They are located:</p> <ul style="list-style-type: none">• NE 70th Street, Redmond, with porta potty (construction complete)• NE Inglewood Hill, Sammamish, with restroom facilities (construction anticipated 2017)• SE 33rd Street, Sammamish, with restroom facilities (construction anticipated 2018) <p>There is also a porta potty located at Sammamish Landing Park. Currently there are no plans to add additional restroom facilities or porta potties along the trail corridor. Your suggestion is appreciated and your comment will be forwarded to King County Parks Management for future consideration.</p>
B	Brown	Trail Alignment/ Amenities	Maintain current parking and retaining wall next to trail.	Thank you for your comment. Preservation of access and parking and proximity to existing retaining walls are considered during trail design. As the design progresses, the Design Team will contact you to discuss your specific issues.
B	Brown	Trail Alignment/ Amenities	Please consider mitigating wetlands in our constricted area in order to give you flexibility for the final alignment.	King County must comply with local, state, and federal regulations protecting wetlands. These regulations call for avoiding and minimizing impacts, before resorting to compensatory mitigation. The County's flexibility depends on other considerations in your area. A member of the Project Team will be in touch to understand your specific situation as the design progresses.

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Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Reinhards	Trail Alignment/ Amenities	Trail very narrow in front of our house (app 15') will have to cut into hillside to get the 20' easement.	Safety and accessibility for all trail users are the County's top priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment by balancing the following considerations: <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees
B	Robin	Trail Alignment/ Amenities	Movement of chain line fence on west side of trail	There are two kinds of fencing installed along the trail corridor, black chain link and split rail. Both types of fencing is installed per code, for a specific reason. For safety reasons, chain link fence is installed at areas with more than a 30-inch drop or more than a 2 to 1 slope. For delineation, or identification, split rail fencing is required along all wetland areas. A member of the Project Team will be in touch as design progresses to better understand your request and how it fits these scenarios.
B	Rowe	Trail Alignment/ Amenities	See comments on segment B roll plot 1. We prefer the trail to be widen to the east side.	Safety and accessibility for all trail users are the County's top priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment by balancing the following considerations: <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees
B	Owens	Trail Alignment/ Amenities	We have a steel fence on either side of the trail. How will they arrange for disassembly and re-assembly?	The Project Team will notify and provide adjacent homeowners several months to remove any items they wish to salvage that are within the County right of way and that will conflict with trail construction.
B	Owens	Trail Alignment/ Amenities	We have concrete steps and adjacent to the trail -- how will they coordinate with us when they re-do the steps and potentially relocate the gates?	The Project Team will coordinate with all affected homeowners prior to and during construction. The Project Team will notify homeowners thru phone calls, emails, on-site meetings or visiting the home prior to construction. Temporary access can be provided until the permanent access is restored.

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B	Galin	Trail Alignment/ Amenities	I'd like to the trail to be widened to the east not towards waterfront.	Safety and accessibility for all trail users are the County's top priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment by balancing the following considerations: <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees
B	Roberts	Trail Alignment/ Amenities	We five property owners in this area are in agreement that if the current interim trail is not sufficient then a wider trail should be moved east. This would likely mean converting the county cleaned and maintained ditch into a culvert and placing the trail over it. (This constructed ditch currently runs through a culvert under the trail now as it empties into the lake.)	Safety and accessibility for all trail users are the County's top priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment by balancing the following considerations: <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees
B	Titcomb	Trail Alignment/ Amenities	Need to raise the bed of the trail to accommodate elevation gain, otherwise it's too steep under the parkway.	Safety and accessibility for all trail users are the County's top priorities. The trail will be located within a former rail corridor with the associated relatively gentle grades. A Project Team member will be in touch with you as design progresses to better understand your concern.

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B	Titcomb	Trail Alignment/ Amenities	Put speed bumps on trail	<p>Safety and accessibility for all trail users and adjacent homeowners are the County's highest priorities. All trail users must obey the posted speed limit and obey the Model Trail User Code of Conduct (King County Code Section 7.12.295) which will be posted along the trail corridor. Every person who uses or travels on the trail shall:</p> <ol style="list-style-type: none">1. USING A TRAIL. Every person using a trail shall stay as near to the right side of the trail as is safe, excepting those movements necessary to prepare to make or make turning movements, or while overtaking and passing another user moving in the same direction.2. REGARD FOR OTHER TRAIL USERS. Every user shall exercise due care and caution to avoid colliding with any other trail user. All users shall travel in a consistent and predictable manner.3. GROUPS ON TRAIL. No group of trail users, including their animal(s), shall occupy more than one half of the trail as measured from the right side, so as to impede the normal and reasonable movement of trail users.4. AUDIBLE SIGNAL WHEN PASSING. Every user shall give an audible warning signal before passing another trail user. The signal must be produced in such a manner as to allow adequate time for response. The signal may be given by voice, bell or horn.5. OVERTAKING TRAIL USERS ON THE LEFT. Any trail user overtaking another trail user proceeding in the same direction shall pass to the left of such overtaken user at a safe distance, and shall stay to the left until safely clear of the overtaken user.6. ENTERING AND CROSSING TRAIL. Trail users entering or crossing the trail at uncontrolled points shall yield to traffic on the trail.7. LIGHTS ON TRAIL USERS. All bicyclists using the trail from one half hour before sunset to one half hour before sunrise shall equip their bicycles with a headlight visible 500 feet to the front, and a red or amber light visible 500 feet to the rear.8. REGARD FOR EQUESTRIAN USERS ON TRAIL. Trail users shall exercise extreme caution to prevent frightening horses with sudden noise or movement and shall always yield right of way to horses and warn equestrian users when approaching from behind and attempting to pass.9. REGARD FOR ADJACENT PROPERTY OWNERS. Trail users should respect private lands adjacent to county trails and should stay on trails to avoid trespassing on or interfering with adjacent private property. <p>After the new trail is open, King County Parks will be working closely with the Sheriff's Office to heighten awareness of the speed limit and trail etiquette rules. Based on previous experience, avid cyclists typically prefer adjacent roadways and bike lanes over trails with recreational users. Consistent with applicable traffic engineering and design standards, the stops signs presently located along the gravel trail will be removed during construction and will not be replaced. For more in-depth information on this issue, please see the Stop Sign Memo posted on the ELST project website at: www.kingcounty.gov/eastlakesammamishtrail.</p>
B	Titcomb	Trail Alignment/ Amenities	Put the soft section all on the water side	<p>During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. Safety and accessibility for all trail users are the County's top priorities. After environmental review and during subsequent design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. This section includes 2 foot soft surface shoulders on either side of the 12 foot trail for runners and joggers to enjoy (in both directions). If you are interested in exploring other gravel trails in the area, I encourage you to check out King County Parks website: http://www.kingcounty.gov/recreation/parks/trails.aspx.</p>
B	Carins	Trail Alignment/ Amenities	I like to walk the trail on a soft surface; would it be possible to make the soft surface gravel, a bit wider than the 2 feed shoulder on each side. I am very afraid of fast bicycles. Otherwise, I love the trail. It is such an asset to our community.	<p>During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. Safety and accessibility for all trail users are the County's top priorities. After environmental review and during subsequent design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. This section includes 2 foot soft surface shoulders on either side of the 12 foot trail for runners and joggers to enjoy (in both directions). If you are interested in exploring other gravel trails in the area, I encourage you to check out King County Parks website: http://www.kingcounty.gov/recreation/parks/trails.aspx.</p>

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B	Chirieleison	Trail Alignment/ Amenities	I have been a regular trail user since it opened. My main interest is walking with my dog and friends & relatives. My main concern is that with the paving the trail will be an improvement for road bikes at the expense of walkers and pets. The 12' paved with 2'shoulder is the least appealing of the original proposed trial sections.	During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. Safety and accessibility for all trail users are the County's top priorities. After enviroinmental review and during subsequent design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. This section includes 2 foot soft surface shoulders on either side of the 12 foot trail for runners and joggers to enjoy (in both directions). If you are interested in exploring other gravel trails in the area, I encourage you to check out King County Parks website: http://www.kingcounty.gov/recreation/parks/trails.aspx .
B	Chirieleison	Trail Alignment/ Amenities	Width of shoulders of paved trail- should be on one side combined - ex. 2-2 ft shoulder should be combined for 1-4 ft shoulder.	During the environmental review phase of this project, King County considered several trail design alternatives ranging in width from 18-feet to 30-feet. Safety and accessibility for all trail users are the County's top priorities. After enviroinmental review and during subsequent design, wider alternatives were dropped from consideration because the 18-foot trail width minimizes impacts to environmentally sensitive areas and trail neighbors. This section includes 2 foot soft surface shoulders on either side of the 12 foot trail for runners and joggers to enjoy (in both directions). Combining shoulders on one side would not be consistent with AASHTO or King County regional trail guidelines, because bicyclists on the paved section would not have a buffer from adjacent obstructions like signs and fences. If you are interested in exploring other gravel trails in the area, I encourage you to check out King County Parks website: http://www.kingcounty.gov/recreation/parks/trails.aspx .
B	Benaltabe	Trail Alignment/ Amenities	Please consider putting in bike racks along the trail. (Similar to those in downtown Redmond that are the shape of a bicycle) I appreciate this trail, will now be easier for wheelchairs and strollers!	Thank you for your comments. The East Lake Sammamish Master Plan Trial includes three parking lots. They are located: <ul style="list-style-type: none">• NE 70th Street, Redmond (construction complete)• NE Inglewood Hill, Sammamish, with restroom facilities (construction anticipated 2017)• SE 33rd Street, Sammamish, with restroom facilities (construction anticipated 2018) All three parking lots will have bike racks. The Design Team will review this suggestion to see if there are other areas along the trail that would benefit from the installation of bike racks.
B	Farrar	Trail Alignment/ Amenities	That the widening of the trail would be widened to the east of the trail (heading North), not to the west (toward the lake). The property to the east side of the trail is much flatter, the property to the west slopes to the lake and encroaches on our small piece of waterfront.	Safety and accessibility for all trail users are the County's top priorities. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain. King County is designing and developing the trail alignment by balancing the following considerations: <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees

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B	Menezes	Trail Alignment/ Amenities	Trail easement line for my property is inaccurate. I have submitted a copy of quiet title court order will do so again. Please incorporate it into your maps.	Thank you for the information. The Project Team will review the title court order and make the appropriate revisions.
B	Castor	Trail Alignment/ Amenities	Survey info re:property boundaries available to City.	Thank you for the information. The Project Team has coordinated with the County Assessor for property boundaries. The Project Team will contact you if there are any questions or if additional information is needed.
B	Creevey	Trail Alignment/ Amenities	I am speaking for myself, the Lums, the Nesses, Hills and P.Wolfe in saying we are very concerned about just <u>where</u> the centerline will be in our neighborhood.	<p>The location of the centerline of the wider, paved trail varies with respect to the centerline of the existing gravel trail throughout the corridor as King County balances a variety of considerations. First and foremost, the County's top priorities are safety and accessibility for all trail users. There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain.</p> <p>The County is designing and developing the trail alignment by balancing the following considerations:</p> <ul style="list-style-type: none">• Complying with local, state and federal environmental regulations to avoid and minimize impacts to environmentally sensitive areas• Staying within the King County right-of-way• Building a safe trail by adhering to the standards and guidelines in the American Association of State Highway and Transportation Officials (AASHTO) and Policy on Geometric Design of Highways and Streets, 2011 (Green Book)• Minimizing costs where possible without impacting trail standards• Minimizing impacts to adjacent homeowners• Preserving significant trees <p>The Design Team recently surveyed and marked the proposed centerline of the new trail for North Sammamish Segment A, and will do the same for South Sammamish Segment B in early fall. In the North Sammamish Segment, the shifts in centerline can be characterized as follows:</p>
	Gordler	Trail Alignment/ Amenities	Please make sure the 2 foot soft shoulders on each side are not compromised. Aging (and we all are) runners depend on soft surfaces to protect joints -- our soft surface trails that are safe are disappearing and please let this trail be one that has soft usable shoulders.	The 2-foot soft shoulders are an intergral part of the 18-foot trail width, meeting both AASHTO and King County regional trail development guidelines.

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	Anonymous	Trail Alignment/ Amenities	Um excuse me, but you're putting a retaining wall in my backyard. Like, my dog can't even poop anymore! And my interests...like, wow!! Guinness book of world records as "worst ugliest trail section!!" now! Even the animals are complaining.	Thank you for your comment - if you would like to request a County design engineer to speak with you about these concerns, please use the contact information below to schedule a meeting.
A	Bacic	Trees/Landscaping	Would like a meeting at our residence to discuss the importance of keeping the trees for noise pollution.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p> <p>King County is available to meeting with you to discuss your concerns further. A member of the design team will contact you to schedule a meeting sometime in July - August.</p>
A	Moore	Trees/Landscaping	Preservation of old, existing trees, preserving beautiful flowering trees and bushes on the berm. We also have landscape lighting and irrigation we want to preserve, privacy is also an issue and concerns about increase in crime.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>

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A	Arnquist	Trees/Landscaping	Main concern is leyland cypress trees that grow very fast. Unfairly, these trees adversely impact our upland properties by taking away views of the lake. We are citizens and taxpayers as much as lakefront folks who planted these without permission on public land. (See a day when there will be wall of trees - and no one but waterfront owners will enjoy the lake.)	<p>Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction. The County does not remove trees based on views.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
A	McNaughton	Trees/Landscaping	Save my Doug fir trees! Several planted on bank over last 10 year. Would really appreciate it if they could be preserved.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
A	Bird	Trees/Landscaping	There are some spots where residents have planted large (??) and arborvitae right next to the current trail. I'm hoping that is in the Co's right of way and can be removed as it makes the trail very dark because they are so high. Sounds like that is the plan.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction. If this arborvitae is close to the existing trail, then it may need to be removed.</p>

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B	Brown	Trees/Landscaping	Maintain or replace current privacy fence and plantings (there are no view corridors - just our house 20' away)	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees and vegetation to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
A	Hinckley	Trees/Landscaping	<p>ELST Project Staff,</p> <p>I am excited to see that King County is moving forward with the design of the South Sammamish segment of the East Lake Sammamish Trail Project. I hope the project leaders will take into mind the planting of the tall, quick growing cypress trees by lakeside owners on the railroad right of way. These trees grow onto the trail close to SE 39th. Last year a heavy snow broke limbs which then partially blocked the trail going north. These trees impact views of trail users and views from some of our homes. I would like to see these trees removed and replaced with lower growing vegetation. I understand lakeside owners wanting privacy, but the choice of these</p>	<p>Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>

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A	Santoro	Trees/Landscaping	Unsure if we will be able to make the upcoming Open House but have Significant concerns as to the wellbeing of our trees that about the trail. We are at 3913 ELS Shorelines. We would like a site visit and discussion. I am sure our neighbors to our immediate North would like to be there to discuss as well. Can you please contact us to set up a mutually agreeable time frame to meet? Thanks Vin	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p> <p>If the Project Team hasn't met with you during the July and August trail walks, a member of the team will close the loop with you to schedule a meeting soon.</p>
B	Whitfield	Trees/Landscaping	cutting back bushes.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees and bushes to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
B	Owens	Trees/Landscaping	They want a 3' tall vegetation -- how strict will they be on this height restriction? Our current vegetation exceeds this height.	<p>Safety is a top priority for King County. The new trail includes enhanced intersections and crossing treatments that improve safety by:</p> <ul style="list-style-type: none">• Providing open sightlines for trail users, motorists, and pedestrians crossing the trail• Providing clear visual and textural difference from the asphalt trail with concrete treatment at intersections• Warning trail users of approaching intersections with textured concrete warning bands 75 feet ahead of each crossing• Identifying intersections clearly through consistent signage, striping, and bollards along the trail corridor <p>The existing landscaping within the sightlines will be removed and replaced with plantings that grow to a maximum height of three feet at maturity to ensure the sightlines within each intersection will be maintained. The County will contact you before this work is planned to begin.</p>

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B	Kilgore	Trees/Landscaping	I want my privacy maintained (with vegetation)	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
B	Titcomb	Trees/Landscaping	*Save big trees (lots of eagles and herons along our stretch)	<p>The County shares your concern for the wildlife along the trail.</p> <p>When determining significant trees, the County measures the diameter of a tree trunk at the height of an adult's breast (DBH), which is about 4.5 feet tall. The following King County codes define significant trees identified along the trail corridor:</p> <p>21A.15.1332 Tree, heritage “Tree, heritage” means a tree that is equal to or greater than 22 inches DBH (Ord. 02005-175).</p> <p>21A.15.1333 Tree, significant “Tree, significant” means a tree that is:</p> <p>(1) A coniferous tree with a diameter of eight (8) inches or more DBH; or (2) A deciduous tree with a diameter of twelve (12) inches or more DBH. (Ord. 02005-175)</p> <p>In addition to trees, there are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>

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B	Creevey	Trees/Landscaping	We have landscaping issues that are unique-- due to the narrowness of the trail in our area.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
B	Fletcher	Trees/Landscaping	Noise - Current vegetation reduces parkway and trail noise.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
B	Fletcher	Trees/Landscaping	Privacy - Current vegetation shields me from the parkway and trail.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>

Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Fletcher	Trees/Landscaping	I would like the design to consider keeping as much of the trail trees line that borders the trail (on the west side) and relocating the uphill side ditch to the east to fit the trail (22' wide) in between the trees and ditch.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>The project includes new landscaping to restore the project area and to achieve the following goals and objectives:</p> <ul style="list-style-type: none">• Increase trail safety by improving sightlines at all trail intersections. This includes installing plants that grow to a maximum of three feet at full maturity to ensure sightlines are maintained.• The most immediate function of trail landscaping is to restore open ground areas with landscape mulch and plantings or seeding to prevent erosion• Installing native plants, shrubs, and groundcover offer many benefits including; they are well adapted to thrive in local conditions of drought or excess moisture; require less maintenance; grow to natural sizes and forms; blend well into the natural surroundings along the trail corridor• Contribute to a sense of visual continuity along the trail corridor and help make the trail feel like a park. <p>In all cases, the species planted along the trail corridor will be appropriate for the context with consideration given to size at maturity.</p>
N. Samm	Parrish	Trees/Landscaping	Home is on plan profile AL18. As I understand the plan today, most or all of current vegetation between homes and trail will be removed from driveway through our property. If our vegetation is removed, can new more landscaped native vegetation be put on side between trail and street as it currently is overgrown blackberry bushes. I talked with Steve Peer and Jen Swenson about possibility of landscaping. Please plant along A14. Trees and natives to offset walls and loss of vegetation. Gina Auld was open to additional plantings.	<p>The Project Team has been coordinating with you regarding the plan for additional landscaping near your home. The County still intends to move forward with these plans.</p>

East Lake Sammamish Trail Project-- North and South Sammamish Segments
Appendix A: Open House Comment Responses

Published: June 30, 2014



Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Landry	Trees/Landscaping	Mature trees and retaining wall along one side of trail - not convinced there are wetlands on the other side.	<p>There are a number of factors that determine the trail alignment including building the trail within a narrow corridor, and steep terrain, while avoiding impacts to environmentally sensitive areas as required by state, local, and federal regulation. Designing a wider trail within these criteria will require removing some trees to construct a trail that is safer and more accessible to people of all ages and abilities. Throughout the environmental and design processes, King County Parks has committed to reducing impacts to the adjacent environment and homeowners whenever possible. Removal of trees and vegetation has been limited to the area that conflicts with trail construction and improved sightlines and includes removal of some unhealthy trees identified by the Arborist that are outside of trail construction.</p> <p>There are over 70 wetlands in the 11-mile East Lake Sammamish Trail corridor. King County completed a thorough assessment of these wetlands in 2012. The findings of this work are documented in the final Critical Area Study available on the project website at www.kingcounty.gov/eastlakesammamishtrail under “Project Documents”. The methodology is the same whether the wetlands are east or west of the trail.</p> <p>Biologists delineated wetlands according to the methods specified in the U.S. Army Corps of Engineers (USACE) Wetlands Delineation Manual (Environmental Laboratory 1987). These methods comply with those in the Washington State Wetland Identification and Delineation Manual (Washington State Department of Ecology [Ecology] 1997).</p> <p>Delineated wetlands were classified according to the U.S. Fish and Wildlife Service Classification of Wetlands and Deepwater Habitats of the United States (Cowardin et al. 1979). In accordance with Sammamish Municipal Code 21A.15.1415, wetlands were rated using the revised Washington State Wetland Rating System for Western Washington (Hruby 2004). Hydrogeomorphic classifications were assigned to wetlands using USACE methods established in a Hydrogeomorphic Classification System for Wetlands (Brinson 1993).</p>
A	Nuxoll	Utilities	Waverly shores water district at SE 33rd well for 10 homeowners.	Thank you for providing that information. The Design Team will include the well that you have identified in the preliminary design plans. The approach to stormwater management follows the King County Surface Water Design Manual and the City of Sammamish Surface Water Design Manual Addendum. The trail is a non-pollution-generating surface and would not introduce pollutants to area water bodies.
A	O'Donnell	Utilities	house waterlines cross under the trail. Owners can direct for marking.	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
A	McNaughton	Utilities	Water lines crosses under path current drainage is inadequate during periods of heavy rain.	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required. The Design Team has identified several areas where the current drainage needs improvements. Drainage improvements are being incorporated into the trail design where appropriate to reduce impacts to the trail and adjacent properties.
A	O'Brien	Utilities	Waverly Shores has a well on SE 33rd . We use this well for our drinking water. 10 families are connected to it. I am concerned putting a bathroom facility next to it will cause issues with our water.	Thank you for providing that information. The Design Team will include the well that you have identified in the preliminary design plans. The approach to stormwater management follows the King County Surface Water Design Manual and the City of Sammamish Surface Water Design Manual Addendum. The trail is a non-pollution-generating surface and would not introduce pollutants to area water bodies. The future bathroom facility will be connected to the sewer line.

East Lake Sammamish Trail Project-- North and South Sammamish Segments
Appendix A: Open House Comment Responses

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Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Brown	Utilities	Yes -- we have buried PVC power conduit that is located about 18' under the trail in front of our house.	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Reinhards	Utilities	Have storm drainage pipe going underneath trail have house water pipes underneath trail have sewer pipes from grinder pump underneath	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Neighbors	Utilities	I have water, sewer, and electricity to my lakefront under the trail. How are you going to safeguard the connections and provide access for repairs as needed?	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Whitfield	Utilities	Existing utility.	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Rowe	Utilities	There is a water line and I believe sewage line to the west side of these properties including mine.	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Pietromonaco	Utilities	What do you do about utilities under trail?	Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Owens	Utilities	We have under ground sprinklers under the trail, and electrical conduits. Are they coordinate with/us when the relocate?	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Creevey	Utilities	See previous, we have waterlines just under the old rail bed (Wolfe/Creevey)	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.

Trail Segment	Last_Name	Topic	Question/Comment	King County Response
B	Creevey	Utilities	The hill family has a waterline that extends about 7-8 properties down the trail, just about 5 feet west of the old RR centerline.	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
B	Creevey	Utilities	We have water/utility, issues that are unique-- due to the narrowness of the trail in our area.	Thank you for providing that information. Throughout the design and construction processes, the County will be contacting Homeowners adjacent to the trail for information on existing utilities. The Design Team and the Contractor will also make every effort to locate the existing utilities during the design and construction phases. Any utilities that conflict with trail construction will be relocated as part of construction. King County will contact adjacent homeowners during construction if any connections or repairs are required.
N. Samm	Parrish	Utilities	Yes, our property has a grinder pump for sewer and gas lines/meter and electric meter within 5-8' of rock wall to be removed and new 9.5 ft wall to be built.	Thank you for providing that information. As construction of the trail proceeds, the County will be contacting Homeowners adjacent to the trail for information on existing utilities.